

181955
09-2006

MCCU REVIEW SUMMARY SHEET



NAME of CARRIER/SHIPPER: Peter Washington dba Washington Bus Lines

TYPE of REVIEW: ☒ COMPLIANCE REVIEW ☐ SHIPPER REVIEW ☐ CARGO TANK REVIEW ☐ SAFETY AUDIT ☐ SCR

DOT/ICC # 745583 OPERATING AUTHORITY: ☒ INTERSTATE ☐ INTRASTATE

REVIEW DATES: DATE STARTED 9/18/2006
DATE FINISHED 9/25/2006 TOTAL HOURS 40

ENFORCEMENT RECOMMENDATIONS: If yes list which violations
INVESTIGATING OFFICER: ☐ YES ☒ NO Explain why or why not in "Remarks" area
SUPERVISOR ☐ YES ☐ NO Explain why or why not in "Remarks" area
ENFORCEMENT PREAPPROVAL via FMCSA: If yes list which violations in remarks
☐ YES ☐ NO

ENFORCEMENT DATES: DATE STARTED _____
DATE FINISHED _____ TOTAL HOURS _____

CHECK if APPLICABLE: ☐ PSC AUTHORITY ☐ PROFILE RAN ☐ COMPLAINT ☐ HM SHIPPER ☐ HM CARRIER ☒ IFTA ☒ IRP
☐ DPS AUTHORITY

SAFESTAT LIST: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ HM ☐ BUS ☒ OTHER ☐ STP SHIPPER LIST

REVIEW RATING: Satisfactory OOS RULE: If applicable ☐ 45 DAYS ☐ 60 DAYS

REVIEW COPIES: Check when completed
FMCSA: ☒ UPLOADED TO MCMIS ☒ SCANNED TO FMCSA
MCC OFFICE: ☒ EMAILED NOTICE TO MCC ☒ PART A TO MCC
SAFETY NET: ☒ COPY TO TRISH

RECEIVED

SEP 26 2006

PSC SC
MAIL / DMS

CASE COPIES: Check when completed
FMCSA: ☐ 1 EXPORT TO DISKETTE ☐ 1 PAPER COPY
SAFETY NET: ☐ 1 EXPORT TO DISKETTE ☐ ORIGINAL & 1 PAPER COPY

INVESTIGATOR NAME: Terry W. Harvey STP CODE: SC0036

Remarks: _____

South Carolina State Transport Police



US DOT #
745583

Legal: PETER WASHINGTON
Operating (DBA): WASHINGTON BUS LINE

MC/IX #: 338234

Federal Tax ID: 248-76-4890 (SSN)

Review Type: Compliance Review (CR)

Scope: Principal Office

Location of Review/Audit: Company facility in the U. S.

Territory:

Carrier: Non-HM Non-HM
Shipper: N/A N/A
Cargo Tank: N/A

Business: Individual
Gross Revenue: \$60,000.00 **for year ending:** 12/31/2005

#3 WRIGHT PLACE
HILTON HEAD, SC 29925

Contact Name: Peter Washington
Phone numbers: (1) 803- 681-2924 (2) 843-247-7246 **Fax** 843-342-2302
E-Mail Address:

#3 WRIGHT PLACE
HILTON HEAD, SC 29925

Authorized for Hire

Passengers

Does carrier transport placardable quantities of HM? No
Is an HM Permit required? N/A

	Inter	Intra	
< 100 Miles:			Average trip leased drivers/month: 0
>= 100 Miles:	2		Total Drivers: 2
			CDL Drivers: 2

Owned Term Leased Trip Leased

Owned Term Leased Trip Leased

Motor Coach 1 0 0

Power units used in the U.S.: 1

Percentage of time used in the U.S.: 100



WASHINGTON BUS LINE (PETER WASHINGTON dba)

U.S. DOT #: 745583

Review Date:

09/21/2006

Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

South Carolina State Transport Police, Motor Carrier Compliance Unit
at 10311 Wilson Blvd., PO Box 1993, Blythewood, SC 29016
(803-896-5500)

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: Peter Washington

Title: Owner

Name:

Title:

Reported By: *Terry W. Harvey*

Title: *S/I*

Code: SC0036 **Date:** 9/21/2006

Received By: *Peter Washington*

Title: *Owner*





WASHINGTON BUS LINE (PETER WASHINGTON dba)
U.S. DOT #: 745583

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Part B Violations

1 FEDERAL	Primary: 40.15(d) Secondary: 382.105	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
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Description

Permitting a service agent to perform the functions of the Designated Employer Representative.

Example

Service Agent - Alfred Gordon - Trip Date -09/14/2006 - Alfred Gordon - Consultant.

2 FEDERAL	Primary: 382.601(a)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
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Description

Failing to provide educational materials explaining requirements of part 382 and employer's policies.

Example

Driver - Thomas Washington - Trip Date - 09/14/2006 - Designated employee representative missing.

3 FEDERAL	Primary: 382.603	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
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Description

Failing to ensure persons designated to determine that drivers undergo reasonable suspicion testing receive 60 minutes training for alcohol and/or 60 minutes of training for controlled substances.

Example

Driver - Thomas Washington - Trip Date - 09/14/2006 - Owner- Peter Washington not trained.

Safety Fitness Rating Information:	OOS Vehicle (CR): 0
Total Miles Operated 100	Number of Vehicle Inspected (CR): 0
Recordable Accidents 0	OOS Vehicle (MCMIS): 0
Recordable Accidents/Million Miles 0.00	Number of Vehicles Inspected (MCMIS): 0

Your proposed safety rating is : SATISFACTORY	Rating Factors			Acute	Critical
	Factor 1:	S	0	0	0
	Factor 2:	S	0	0	0
	Factor 3:	S	0	0	0
	Factor 4:	S	0	0	0
	Factor 5:	N	0	0	0
	Factor 6:	S	-	-	-

Corrective actions must be taken for any violations (deficiencies) identified on Part B of this report.





Part B Requirements and/or Recommendations

1. Copies of the regulations, forms, interpretations, and manuals are available from a variety of sources. Check the FMCSA website for a current list of suppliers. www.fmcsa.dot.gov/factsfigs/eta/forms.html.
2. Conduct periodic internal reviews of your driver qualification, hours of service control, maintenance, accident analysis/reporting, training, and other safety systems to ensure continued compliance with the FMCSR.
3. If you have any questions concerning this report,, please contact the Federal Motor Carrier Safety Administration, (... INSERT ADDRESS OF DIVISION OFFICE HERE...) .
4. Employers are responsible for their officers', employees', agents', consortia, and/or contractors' compliance with the requirements of 49 CFR Parts 40 and 382.
5. Review the circumstances under which a CDL is required. CDL and drug testing rules apply to both interstate and intrastate commerce.
6. Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.
7. Maintain all required controlled substance testing records including yearly summaries, quarterly summaries, test information, test results, records of training etc., as required by 49 CFR Parts 40 and 382 of the FMCSR .
8. Require all drivers to prepare complete and accurate records of duty status for each day, and to submit them within 13 days. Maintain all duty status records on file, with all supporting documents, for at least 6 months.
9. Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.
10. Obtain from any driver used for the first time (or intermittently) a signed statement showing the total time on-duty during the preceding seven (7) days and the time at which the driver was last relieved from duty.
11. Toll receipts and other on-the-road expense receipts, invoices, bills of lading, dispatch records, and other "supporting document" must be kept on file for six (6) months. This requirement also applies to records generated by the use of owner-operators. You may keep legible photocopies in lieu of originals.
12. If you want some drivers to use the 100 air-mile radius exemption, make sure that the drivers meet all terms of the exemption, including being released from duty no more than 12 hours from when they report for duty. Logs must be prepared if a driver does not meet the 12 hour requirement.
13. Ensure that all drivers' records of duty status (logs) are accurate. Check them against "supporting documents" to verify accuracy. Prohibit falsification of logs by any driver. Review the rules on supporting documents. Take appropriate action against drivers who falsify logs.
14. Review with your drivers periodically the procedures for doing pre-trip and post-trip inspections. Ensure that safety defects reported by drivers on their Vehicle Inspection Reports (VIR) are repaired before the vehicle is re-dispatched. Require drivers to prepare Vehicle Inspection Reports on a daily basis. Keep them on file for 90 days.
15. Within 15 days, send a letter to the FMCSA describing what actions you have taken in response to this review to ensure you are complying with the Federal Motor Carrier Safety and Hazardous Materials Regulations.





WASHINGTON BUS LINE (PETER WASHINGTON dba)
U.S. DOT #: 745583

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09/21/2006

Part B Requirements and/or Recommendations

16. This report contains citations of regulations that are deemed serious in nature and could result in penalties against your company and/or your drivers.
17. This review will result in a Safety Rating.
18. A complete Educational and Technical Assistance package entitled "A MOTOR CARRIER'S GUIDE TO IMPROVING HIGHWAY SAFETY" is available free on the FMCSA website to assist you in complying with the safety regulations. It contains many forms and documents useful for improving the safety of your operations. Check: www.fmcsa.dot.gov/factsfigs/eta/index.html.
19. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001
For questions about licensing, authority or MC numbers: 202-366-9805
For questions about insurance: 202-385-2423
For household goods complaints: 888-DOT-SAFT (888-368-7238)



South Carolina State Transport Police



US DOT #
745583

Legal: PETER WASHINGTON
Operating (DBA): WASHINGTON BUS LINE

MC/MX #: 338234

Federal Tax ID: 248-76-4890 (SSN)

Review Type: Compliance Review (CR) - Receipt

Scope: Principal Office

Location of Review/Audit: Company facility in the U. S.

Territory:

Carrier: Non-HM Non-HM
Shipper: N/A N/A
Cargo Tank: N/A

Business: Individual
Gross Revenue: \$60,000.00 for year ending: 12/31/2005

#3 WRIGHT PLACE
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Contact Name: Peter Washington
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HILTON HEAD, SC 29925

Report	# of Pages
Part A - General	2
Part B - Violations	1
Part B - Recommendations	2
Review/Audit Receipt Page	1
Total Pages	6

Disclaimer: By signing below, I acknowledge that I have received a copy of this review/audit and agree with the total number of pages indicated (above) for each document. My signature does not imply agreement with the findings of the review/audit, however they have been discussed in detail with me.

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

South Carolina State Transport Police, Motor Carrier Compliance Unit
at 10311 Wilson Blvd., PO Box 1993, Blythewood, SC 29016
(803-896-5500)

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: Peter Washington
Name:

Title: Owner
Title:

Reported By: *Terry W. Harvey* Title: *SIF* Code: SC0036 Date: 9/21/2006

Received By: *Peter W. Harvey* Title: *Owner*





WASHINGTON BUS LINE (PETER WASHINGTON dba)
U.S. DOT #: 745583

Review Date:
09/21/2006

Safety Fitness Rating Explanation

This report lists the facts which were used to determine the Safety Fitness Rating for the above motor carrier. A check mark identifies the range within which the data fell when determining the Safety Fitness Rating. All information within a FACTOR block relates only to that FACTOR.

FACTOR 1 General (CFR Parts 387, 390) √ 0 Point = Satisfactory
1 Point = Conditional
>1 Point = Unsatisfactory
VIOLATIONS AFFECTING RATING **POINTS**
NONE
TOTAL POINTS: 0 = **SATISFACTORY**

FACTOR 2 Driver Qualification (CFR Parts 382, 383, 391) √ 0 Point = Satisfactory
1 Point = Conditional
>1 Point = Unsatisfactory
VIOLATIONS AFFECTING RATING **POINTS**
NONE
TOTAL POINTS: 0 = **SATISFACTORY**

FACTOR 3 Operational/Driving (CFR Parts 392, 395) √ 0 Point = Satisfactory
1 Point = Conditional
>1 Point = Unsatisfactory
VIOLATIONS AFFECTING RATING **POINTS**
NONE
TOTAL POINTS: 0 = **SATISFACTORY**

FACTOR 4 Vehicle/Maintenance (CFR Parts 393, 396, Performance Data (OOS%))
VIOLATIONS AFFECTING RATING **POINTS** Fewer than 3 inspections
NONE
TOTAL POINTS: 0 = **SATISFACTORY**

Fewer than 3 Inspections	3 or more Inspections	
Rate same as other Regulatory Factors 1, 2, and 3 √ 0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory	OOS Less than 34%	OOS 34% or Higher
	Satisfactory	Conditional
	Conditional If a pattern of Non-Compliance with a Critical or an Acute Violation	Unsatisfactory If a pattern of Non-Compliance with a Critical or an Acute Violation

FACTOR 5 Hazardous Material (CFR Parts 397, 171, 172, 173, 177, 180)
Not Applicable - Not a carrier of Hazardous Material
NONE

FACTOR 6 Accident (Recordable Accident Rate)
 $((\text{Recordable Accidents}) \times (1 \text{ million})) \div (\text{Total Miles}) = \text{Rate}$
 $(0 \times 1,000,000) \div 100 = 0.00 = \text{SATISFACTORY}$

ACCIDENT RATE	FACTOR RATING
√ 0.000 - 1.500	= Satisfactory
>1.500	= Unsatisfactory

OVERALL SAFETY FITNESS RATING

Number of Factors (1-6) shown above as less than satisfactory
Unsatisfactory
0

Conditional
0

= **SATISFACTORY**





WASHINGTON BUS LINE (PETER WASHINGTON dba)

U.S. DOT #: 745583

Review Date:

09/21/2006

Safety Fitness Rating Explanation

FORMULA TO CALCULATE THE OVERALL SAFETY FITNESS RATING

Number of Factors

	Unsatisfactory	Conditional	OVERALL RATING
✓	0	2 or fewer	Satisfactory
	0	3 or more	Conditional
	1	2 or fewer	Conditional
	1	3 or more	Unsatisfactory
	2	0 or more	Unsatisfactory





WASHINGTON BUS LINE (PETER WASHINGTON dba)
U.S. DOT #: 745583

Review Date:
09/21/2006

Part C

Reason for Review: Company Request
Planned Action: Compliance Monitoring
Safestat Category:

Parts Reviewed Certification:

325	382	383	387	390	391	392	393	395	396	397	398	399	171	172	173	177	178	180
	✓	✓	✓	✓	✓	✓		✓	✓									

Prior Reviews

Prior Prosecutions

Unsat/Unfit Information

Does passenger vehicle transport more than 15 passengers, including driver? Yes - Interstate and Intrastate

Does carrier transport placardable quantities of hazardous materials?

Unsat/Unfit rule: 45-Day - Interstate Passenger

Corporate Contact: Peter Washington
Corporate Contact Title: Owner

Special Study Information:

Remarks:

This investigation was initiated because the carrier had applied to the South Carolina Public Service Commission for a Class C Charter Bus Certificate. This certificate requires that the carrier be in compliance with the Federal Motor Carrier Safety Regulations as adopted by South Carolina. Peter Washington, Owner, requested that an intrastate compliance review be conducted. During the investigation it was determined that the carrier was also an interstate carrier. Peter Washington dba Washington Bus Lines is owned and operated by Peter Washington. He has one 47 passenger Motor Coach and 2 drivers.

Carrier has been in business since 1998, but has not been operating much recently due to health problems and mechanical problems with the bus. All records were kept at his residence and were provided within 48 hours by Mr. Russell and Albert Gordon, a consultant from G.A.L. Safety & Compliance Management, LLC.

In Part 40, carrier had the consultant, Albert Gordon acting as the designated employee representative.

In Part 382, carrier's company policy had Albert Gordon, Consultant as the designated employee representative and Peter Washington, Owner did not have supervisor training for reasonable suspicion testing.

In Part 383, all driver records were checked by CDLIS.

In Part 391, a total of two driver qualification files were checked with no violations.

In Part 393, bus unavailable for inspection.

In Part 395, a total 60 days time cards were checked, with no violations. Carrier is going to use both time cards and log books in the future.

In Part 396, carrier did not have any violations.

Mr. Washington stated that he would correct all violations immediately and Albert Gordon was replaced by Peter Washington as the Designated Employee representative.





WASHINGTON BUS LINE (PETER WASHINGTON dba)
U.S. DOT #: 745583

Review Date:
09/21/2006

Part C

Principal Reviewer Signature

Terry A. Hargis

SC0036

Upload Authorized: Yes No

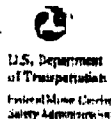
Authorized by: Date:

Assistant Reviewers Signature(s)

Uploaded: Yes No Failure Code:

Verified by: Date:





ENDORSEMENT FOR

MOTOR CARRIER POLICIES OF INSURANCE FOR PUBLIC LIABILITY
UNDER SECTION 18 OF THE BUS REGULATORY REFORM ACT OF 1982Form Approved
OMB No. 2126-0008

Issued to PETER WASHINGTON DBA: WASHINGTON BUS LINE of HILTON HEAD, SC
 Dated at LONG BEACH, NEW YORK this 3RD day of MAY, 20 06
 Amending Policy No. BALS9621 Effective Date 5/3/06
 Name of Insurance Company LANCER INSURANCE COMPANY

Countersigned by

Authorized Company Representative

The policy to which this endorsement is attached provides primary or excess insurance, as indicated by "X" for the limits shown:

- ☒ This insurance is primary and the company shall not be liable for amounts in excess of \$ 5,000,000 for each accident.
☐ This insurance is excess and the company shall not be liable for amounts in excess of \$ _____ for each accident in excess of the underlying limit of \$ _____ for each accident.

Whenever required by the Federal Motor Carrier Safety Administration (FMCSA), the company agrees to furnish the FMCSA a duplicate of said policy and all its endorsements. The company also agrees, upon telephone request by an authorized representative of the FMCSA, to verify that the policy is in force as of a particular date. The telephone number to call is: (516) 431-4441

Cancellation of this endorsement may be effected by the company or the insured by giving (1) thirty-five (35) days notice in writing to the other party (said 35 days notice to commence from the date the notice is mailed, proof of mailing shall be sufficient proof of notice), and (2) if the insured is subject to the FMCSA's registration requirements, by providing thirty (30) days notice to the FMCSA (said 30 days notice to commence from the date the notice is received by the FMCSA at its office in Washington, D.C.).

DEFINITIONS AS USED IN THIS ENDORSEMENT

Accident includes continuous or repeated exposure to conditions which result in Public Liability which the insured neither expected nor intended.

Bodily Injury means injury to the body, sickness or disease to any person, including death resulting from any of these.

Motor carrier means a for-hire carrier of passengers by motor vehicle.

Property Damage means damage to or loss of use of tangible property.

Public Liability means liability for bodily injury or property damage

The insurance policy to which this endorsement is attached provides automobile liability insurance and is amended to assure compliance by the insured, within the limits stated herein, as a for-hire motor carrier of passengers with Section 18 of the Bus Regulatory Reform Act of 1982 and the rules and regulations of the Federal Motor Carrier Safety Administration.

In consideration of the premium stated in the policy to which this endorsement is attached, the insurer (the company) agrees to pay, within the limits of liability described herein, any final judgment received against the insured for public liability resulting from negligence in the operation, maintenance or use of motor vehicles subject to financial responsibility requirements of Section 18 of the Bus Regulatory Reform Act of 1982 regardless of whether or not such negligence occurs on any route or in any territory authorized to be served by the insured or elsewhere. Such insurance as is afforded, for public liability, does not apply to injury to or death of the insured's employees while engaged in the course of their employment, or property transported by the insured, designated as cargo. It is understood and agreed that no condition, provision, stipulation, or limitation contained in the policy, this endorsement, or any other endorsement thereto, or violation thereof, shall relieve the company from liability or from the payment of any final judgment, within the limits of liability herein described, irrespective of the financial condition, insolvency or bankruptcy of the insured.

However, all terms, conditions, and limitations in the policy to which the endorsement is attached shall remain in full force and effect, as binding between the insured and the company. The insured agrees to reimburse the company for any payment made by the company on account of any accident, claim, or suit involving a breach of the terms of the policy, and for any payment that the company would not have been obligated to make under the provisions of the policy except for the agreement contained in this endorsement.

It is further understood and agreed that, upon failure of the company to pay any final judgment recovered against the insured as provided herein, the judgment creditor may maintain an action in any court of competent jurisdiction against the company to compel such payment.

The limits of the company's liability for the amounts prescribed in this endorsement apply separately to each accident and any payment under the policy because of any one accident shall not operate to reduce the liability of the company for the payment of final judgments resulting from any other accident.

The Bus Regulatory Reform Act of 1982 requires limits of financial responsibility according to vehicle seating capacity. It is the MOTOR CARRIER'S obligation to obtain the required limits of financial responsibility. THE SCHEDULE OF LIMITS SHOWN ON THE REVERSE SIDE DOES NOT PROVIDE COVERAGE. The limits shown in the schedule are for information purposes only.